DECREASE IS NO BAD SIGN

Falling Off in Volume of Freight Business the Result of Poor Facilities.

While Nearly One Thousand Less Cars Were Handled Last Week, Still the Number, 20,553, Was Largely Above the Average Last Year.

The train records show that in the week ending Oct. 22 there were received and forwarded at Indianapolis 20,553 loaded cars, against 21,510 in the week preceding, a falling off last week of 947 loaded cars. The movement of last week, while falling below that of the week ending Oct. 15, is what for this year is considered a maximum, as, since the crops began to move in July, up to the present date, the average

movement of loaded cars has been 20,204 per week, while from July 1 to Oct. 15, 1891, the average movement was 18,162 per week. From this it will be seen that although last week nearly one thousand fewer loaded cars were handled at Indianapolis than in the week ending Oct. 15, the volume of business, under the decrease of the last week, was largely above the average of former years. The falling off is attributable wholly to the scarcity of cars and lack of power to handle the business.
As a superintendent puts it, "we have run
the very life out of our engines the last
four months, and this has resulted in sending many of them into the shops to be repaired." The scarcity of cars is owing to the trunk lines holding the cars of Western lines for their local traffic. The advance in sixth-class rates has not perceptibly decreased shipments. Another cause of the falling off in loaded car movement is the decrease in tonnage of west-bound freights which is not unusual in October. West bound, in August and September, the business is heavy, and in November there is a sharp spurt. Local traffic continues heavy beyond precedent, which is evidenced by the fact that although ever road loading the fact that, although every road leading to the city has increased the number of its switching engines and switching crews, proprietors of the numerous industries are complaining of the trouble they experience in getting cars placed on switches for loading and unloading, and so no evidence of an early falling off in business; on the contrary, indications point to a further increase as the cooler weather comes on. Below is given the number of cars received and forwarded at this point for the week ending Oct. 22, as compared with the corresponding week of the preceding two years:

Name of Road.	Loaded cars, 1892	Loaded cars, 1891	Londed cars, 1890.
L., N. A. & C., Air-line I. D. & W. C., H. & D. (Ind'p'l's div.) L. E. & W. Penn'a lines Louis'le div. Louis'le div. Chic'go div. Ind'a'plsdiv. East div East div East div Chicago div Chicago div Ci'c'n'ati div Vandalia Totals Empty cars	1,003 708 659 1,285 715 1,777 1,006 1,314 2,094 1,950 2,169 20,553	1,304 2,274 3,051 1,744 1,888 1,995	2,236 2,997 1,934 2,017 2,120 19,155
Total movement		24,767	24,157

The in-bound live-stock traffic of the Vandalia is still heavy, this road delivering at the yards last week 182 car-loads. The business of the Big Four's Chicago division west out of Cincinnati last week dropped to 1,605 loaded cars, the smallest

number in some weeks. The Chicago division of the Pennsylvania lines continues a surprise in its volume of business, last week bringing into Indianapolis 346 and forwarding north 368 loaded cars.

The Cincinnati, Hamilton & Dayton 18 keeping up a good record, handling at this point last week over a thousand loaded

cars. It is but a few years since 400 loaded cars would be considered a heavy business. At no previous time since the consolidation of the roads in the Pennsylvania system has the Louisville division of the Pennsylvania lines handled so heavy a freight business as at the present. In the week ending Oct. 22 this road brought into Indianapolis 630 and forwarded South 655

The light movement of empty cars is remarkable. The Indianapolis division of the Pennsylvania lines last week handled at this point 1,924 cars, only 147 of which were empty; the Bee-line division of the Big Four, 2,254, with 304 empty cars, and much the same proportion is shown with the other lines.

The decrease in west-bound business has broken the evenness in movement of loaded cars east and west. In the week ending Oct. 22 the Bee-line division of the Big Four forwarded from Indianapolis 1,062 and brought in 888 loaded cars; the Pennsylvania forwarded 1,087 and brought in 741 loaded cars: the Vandalia brought in 1,254 and forwarded west from here 915 loaded ears. With north-and-south lines the movement continues quite even. The Lake Erie & Western brought in 328 and forwarded 380 loaded cars; the Monon brought in 251 and forwarded 283 loaded cars.

Personal, Local and General Notes. Joseph Ramsey, jr., general manager of the Big Four lines, is visiting friends in

James G. Hubbard has been appointed master mechanic of the Buffalo division of the Erre lines, vice Geo. B. Ross, resigned. The Pennsylvania Company last week contracted with the Missouri foundry and car-works for 630 new cars, 600 box and 130 furniture cars.

Copying after the Indiana roads, the New York Central has contracted for one hundred elevator cars for carrying furniture and light goods.

The Pennsylvania lines up to Oct. 15 had handled this year 15,439,689 tons of coal and coke, an increase over the corresponding period of 1891 of 1,467,603 tops.

The committee of vice-presidents and general managers will meet Nov. 10 to formulate, if possible, plans for the reorganization of existing associations on a more permanent basis.

The dingy and uninviting freight offices of the Lake Erie & Western road occupied by agent Max vell and his corps of clerks have been converted into cheerful, inviting rooms through papering, painting and The Illinois Central last week placed an

erder for fifty more locomotives, and Brest-dent Ingalls, of the Big Four, is seriously considering placing an order for twentyfive more as soon as those now contracted for are delivered. The Rogers locomotive-works and the

Brooks locomotive-works are each building eighty-ton engines for exhibition at the world's fair, which will be mounted on pedestals at each side of the entrance to the passenger station. O. F. Fuller, master mechanic of the Eastern division of the Erie, who was put

there by the late William Turreff, has resigned to become superintendent of motive power of the Central Vermont road, with beadquarters at St. Albans, Vt. The Pullman company has commenced the building of 415 new Pullman sleeping

and parlor cars, preparatory to the world's fair business. These cars will in after years be used on the cheap excursions, which seem to have come to stay.

sailed into that red shirt like a saw-mill into a pine knot. He batted him in the face and poked him in the stomach, and slapped W. C. Squire, of the editorial staff of the

Railway Age, is in the city in the interests of that paper. On Saturday he examined into the extent of the interlocking system on the Big Four, which has done more this year in that direction than any other road in the country. . The New York Recordersays the passenger

department of the Erie was never more intelligently managed than at the present time under D. L. Roberts, the general passenger agent. Mr. Roberts, eighteen months ago, left the Pennsylvania Company to become sonnected with the Erie.

The annual reports of some of the Northwestern lines show that the passenger earnings of the year ending Jane 30, 1891, are not up to those of the preceding year. The Northern Pacific, for instance, shows a delimped over to the corner to don his clothes, western lines show that the passenger earngrease of over \$400,000. Still, it carried and the crowd hurried back to town.

more first-class travel in the last year than in the previous one, and the falling off is attributable to the decrease in immigrat

Un Saturday several telegrams were sent to traffic managers and general passenger agents urging that they be in Chicago to attend the meetings to be held there to-day to restore rates. In speaking of this a traffic manager said: "Now that the cream of the business for this year has been carried the rate-cutters are very anxious to get together and restore rates.

The Chicago & West Michigan road has earned, since Jan. 1,- \$1,550,799, an increase ever the corresponding period of 1891 of \$175,250. It is believed that when the road gets its line built from Michigan City to its Chicago terminal its earnings can be increased 100 per cent., so great are the dis-advantages the road labors under now in handling its Chicago business.

The C., C., C. & St. L. Mutual Benefit Association will hold its annual meeting on Wednesday in the Board of Trade Hall, at 7 P. M. This has been a very prosperous year with the association; deaths and accidents have been few and the membership has increased to over 1,800. The association has received a good deal of encouragement from the officers of the road. E. A. Peek is president and F. D. Comestock see Peck is president and F. D. Comstock secretary and treasurer.

people are again agitating securing their own terminal facilities at this point. The fact cannot be covered up that the relations between the Monon and the Lake Erie & Western, the terminal facilities of which the Monon uses, are considerably strained. The Monon people allege that the switching is not done as promptly as it should be; that after they once secure a shippers' business here and the Lake Erie & Western sets a car for loading, the next time the business goes out over the Lake Erie & Western. Probably this matter is exaggerated, but the competition between the two is so much in earnest that it is dif-ficult to prevent clashing between repre-sentatives of the two roads. The general agent of the Monon claims that had the road independent terminal facilities here he could get double the business out of Indianapolis. The amusing part of the whole matter is that the two roads are owned by much the same parties, and yet they cut rates on each other, unless grossly misrep-

AN EARLY-MORNING MILL

Two Local Colored Men Have a Prize-Fight in the Old Thayer Distillery.

"Red Shirt" Knocked Out in One Round-Sports from the "Levee" Drive to the Scene in Carriages-A Poor Exhibition.

Saturday night a "tip" was circulated among the sports on the "levee." It was given out to be a full-grown one, with a well-authenticated pedigree, and warranted not to scare at "coppers." To the few who were let in on the ground floor it was to the effect that it was a mill between a man from Philadelphia and a local light, and to others it meant that something was going on, and, if they could keep up with the better posted, they might find out what it was. Accordingly, about 1:30 Sunday morning, first one back and then another filled up with members of the fraternity, until a half dozen or so had whipped around the corner of Washington street and started west. They hurried on, the lamps glimmering in the cold, foggy night, across the river, across the Belt railroad and out where bare fields could but faintly be seen between the houses that came only at intervals, but still keeping due west. In the course of a half hour's driving the vehicles were pulled up at Billy Kissel's saloon in Mount lackson and for form Board and The Jackson, not far from Eagle creek. The occupants there got out, and, while the steaming horses were being blanketed, a rap on the door had gained admittance, and they all went trooping in. Already quite a crowd had gathered, and there was bardly afface that is not seen nightly somewhere around the "levee" promenade. Some were playing pool, others, and there were many of them, were trying to drive out the fog by sampling the proprietor's best "forty-rod;" over in one corner a crap game was going merrily on to the click of "de bones" and the snapping of fingers, and the unengaged skirmished around to find out what they were there for. It was soon learned that the scene of the "scrap" was to be the old Thayer distillery, which stands on the banks of the creek, and it was not long until the word was passed around to load up and make a break for it. The ride was a short one, and the occupants of the carriages were again viled out, this time in the mud and slime of the unused distillery yard. A few faint gleams of light showed through some cracks in an old shed in the distance, and thither the crowd wended its way. It was an ideal place for a stolen .set-to. There was no house to be seen in the intense darkness, the lights in the city had faded from view, and the shed sat back where it could not be seen from the road. Inside everything was in readiness. A headlight hung from the ceiling and several lanterns sat around on barrels and boards. Underneath the former two ropes were stretched from wall to wall, while two others were strung from one to the other of them, making a ring about six feet by twelve. In one end of the shed, by the uncertain light of the lanterns, could be seen a pile of rubbish, from which material was "faked" to improvise benches for seats, and everything smelled musty and looked uncanny. Pretty soon a wellknown proprietor of one of the "levee" resorts informed the crowd that they would have to get outside, and then put up "the price" to get in again. This accomplished, he took his station at the door, saying: "Come on, gents, it's only a dollar a throw. Give a little something to help these fighters ont, an' the show will begin."
"Too much" yelled a man in the crowd.

"Make it a half, and I'll go you." It was done after a little parleying, and, probably, twenty-live people paid their way in: They were then accorded a glimpse at the scrappers. In one corner of the shed a negro was divesting himself of his shirt, which he hung on the floor when he got it off. In another corner another darkey was performing the same operation. Around each were two or three men assisting. No time was lost, and they were hustled into the ring. A pair of well-worn two-ounce mits was put on to the hands of each, and, the suitable officers of the fight having been chosen, they were ordered to shake hands. A little dumpy fellow with a red flannel undershirt on rose from one corner off a barrel from which lime was sifting, and a tall, angular one from the other, clad in a white undershirt, where he had been sitting on the edge of an upturned board, arose. It was a sort of a Me and Him pair. The red shirt said his name was James Rice and the other Elmer Martin. They were told to get ready, and time was called, while the crowd pressed up to the ropes. Neither man was a past master in his art. The red shirt shoved his right dake to the front, and the other man held his hands far enough apart to shove a feather-bed in his face. The little fat man shut his eyes, put his head down and blazed away at his opponent, missing him by about three yards, while the tall man fanned the air with both hands as many feet above red-shirt's head. The little man tried it again and landed lightly on the breast, and the other swiped him on the nose. Then they sparred to avoid punishment. The tail man held out his fist and the short man ran his nose into it, which made him mad, and he banged the other fellow a funny bump in the teeth which made him grunt. Just then some one yelled, "Five on the red shirt," but before he got done talking, the tail man burned his ships behind him and him beside the jaw until he had him to the ropes. There the red shirt stood with his hands above his head while the other would take aim and blaze away at him. That state of affairs lasted just about two seconds, when the pummeled man's toes went up, he pitched over the rope and his head struck the boards with a resounding whack. He didn't move, and everybody yelled count. The speciators, in unison went up to ten, while some man with a generous heart, poured the contents of a flask of whisky over the prostrate man's face. He was helped to his feet in a moment or so, looked stupidly around, and then exclaimed:

HAVING A PROSPEROUS YEAR

Indianapolis Flour-Mills Doing the Biggest Business They Have Ever Done.

Wheat Is Plenty and the Export Demand Very Strong-Starch Factory to Build a Branch -Various Industrial Notes.

One of the proprietors of one of the largest flouring-mills here states that this bids fair to be the most prosperous year that Indianapolis millers have experienced in the last five years. Wheat has been in good supply. In fact, he says he never knew the receipts of wheat by rail and by wagon to keep up as heavy as in September and October thus far. Usually in the latter part of September and October it is difficult to purchase wheat in quantities to keep the several mills running to their full capacity, but there has been no trouble in that The Louisville, New Albany & Chicago | direction this season. Since July 1 there has been an active export demand and a good trade in New England, New York and Pennsylvania. In September 45,125 barrels of flour were shipped by Indianapolis millers for export.

Establishing a Branch. The National Starch Company, of this city (Piel Bros.), has purchased in Des Moines, Ia., fourteen acres of ground, and on it is erecting large starch-works, the capacity of which will be to use five thousand bushels of corn a day. The machinery and entire equipment will be of the most modern build. The Sinker-Davis Company is manufacturing the shafting, pulleys, etc., and it is to be the longest line of shafting ever constructed in these works. The National starch-works have expended at Indianapolis this season over \$60,000 in enlarging their plant, and one of the Piel brothers says that their building a plant in Des Moines does not in the least lessen their business here, but, on the contrary, they expect next year to make such additions to their legisland and the least lessen their legisland and the least lessen their business here, but, on the contrary, they expect next year to make such additions to their Indianapolis plant as to nearly double its present capacity, making the establishment at Indianapolis the largest manufacturing interest of this character in the

Industrial Notes. Evans & Co., proprietors of the linseedoil-mills, have en route in one train twenty car-loads of flaxseed from the North-

One of the Indianapolis flouring-mills, on the 20th of this month, had on its books export orders shead calling for fifty thousand barrels of flour. D. M. Parry, J. F. Pratwand Addison By-

bee have taken an interest in the Standard Bicycle Company. The plant is to be enlarged and its business pushed. A new company is the Indianapolis brass foundry and furnishers. The company has

leased a large room in the Wright power-house, on South Tennessee street. The Central Cycle Company is expending several thousand dollars in putting in new machinery preparatory to manufacturing some new patters of bicycles. The Sinker-Davis Company is building

three smoke-stacks for the cerealine-mills of fifty-four inches diameter, ninety feet in height, manufactured from No. 10 gauge The Terre Haute car-works last week delivered eighteen large elevator cars to the

Parry Manufacturing Company to ship vehicles in. The company now has sixtyeight cars of its own. The bicycle manufacturers are building up quitean extensive trade in the Southern States. Until the last few months the

amounted to but little. The Oliver chilled plow-works commenced last week stocking up the Indianapolis distributing-house. There will be

trade of States south of the Ohio river

and early spring trade. Wright & Wright last week shipped an elevator and other hoisting apparatus of

large capacity to West Virginia. This company has built up quite a trade in the Virginias and Carolinas. The Women's union laundry has proven a decided success. The plant is now doing over \$200 worth of work a week, and the

young ladies interested are realizing a handsome profit on their labors. The engines which are to furnish the power for the Indianapolis Electric-light and Power Company were built by the Hamilton, O., machine-works, of the Cor-liss build, each 750 horse-power.

D. M. Parry, president of the Parry Manufacturing Company, says that not including the money paid for the 199 acres of ground the company has purchased, the plant, when completed, will cost \$100,000. The Indianapolis Glue Company is giv-

ing a general overhanding to its establishment, taking out three old boilers among other improvements, and putting in that number of new ones with a larger capacity. The McCoy Company, successors to the H. McCoy Company, of West Indianapolis, manfacturers of single, double and triple trees has received three orders this month for shipments to go to Sydney, South Australia.

The proprietor of the Indianapolis bolt and machine-works states that were he not to accept another order for the next ninety days, he has orders now on his books to keep the works in operation that length of time.

The Hunt seap-works have become one of Indianapolis's important industries. The laundries, the hotels and shops are largely supplied with the make of this establishment, which gives employment to a number of people.

The United States encaustic tile-works are still so crowded with orders as to be working over time. Last week the company shipped three car-loads of its products to Northwestern States to go into publie buildings now being erected.

The Western Paving Company of this city has been awarded the contract to lay forty-five thousand square yards of asphalt pavement in Chicago, and will this week ship one of their heavy street rollers and other traps necessary to Chicago. The Jenney Electric-motor Company is

putting in a fine plant at the Moore packing-house. It is a compound forty-kilo dynamo, which is equal to a fifty-horse power motor, and will light three hundred incandescent and a number of arc lights. The contractors building the Colonel Downing block, on North Meridian, street have contracted with the Premier steelworks for the steel beams, some of which will be thirty-seven feet long, and it requires over \$4,000 worth for the building.

which is to be practically a fire-proof structure. Knight & Jillson are negotiating for a ong lease of the building recently occupied by the Eclipse Bicycle Company, their present quarters being too limited for their rapidly increasing business. Present indications are that this establishment will this year do 50 percent, more business than n any former year.

Business is improving with the manufacturers of staves, heading, etc. W. H. Coleman is running his several manufactories full-handed and full time. The Standard Oil Company has resumed operations at its works in West Indianapolis, and the less important establishments of this character are said to be busy. The Rockwood Manufacturing Company

pulley the works, which are known as the American paper wheel-works, have ever constructed. It weighed 1,400 pounds and was lifty-two inches in dismeter. It is to be the main bulley for running the Indianapolis Chair Company's works. William Haueisen has commenced the

last week turned out the largest paper

erection of a five-story building, having a frontage on West Maryland street of thirty feet and running back 110 feet. The building, when completed, will be occupied by Baker & Randolph in addition to their present quarters, which building will adjoin the new building on the west. The Indianapolia Chair Company has leveled to the ground the buildings which constituted the original plant and have a large force at work erecting in their place a building completing the plant on its latest plans, making it the largest chair

manufacturing-works in the country. Six years ago Mr. LaBadie, a Frenchman, began to manufacture bluing on a small scale, himself being able to fill all the orders that came to him. Now he carries on a large establishment, turning out bluing



of three generations so strongly demonstrates and illustrates my theory of the transmission of health from mother to child, and what can be more striking than the fact that my vigorous health is reproduced in your darling children."

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and shipping it in large quantities to other States, and it is said to be a very superior

R. C. Harsheim, manufacturer of pants, and overalls, and shirts, is still kept busy manufacturing campaign goods. Among those last turned out are the fine suits worn by the Harrison Zouaves. This establishment has 185 sewing-machines, which are run by steam-power, making it much easier for the girls operating them to do their work.

Never before at the approach of winter has the Nordyke & Marmon Company had so many orders for complete roller milling plants on hand as now. nor more prospective business in sight of a character indicative of a continuance of this satisfactory state of affairs at this season. The past week orders were received for full rollermills to be built at Catlettsburg. Tenn., Hennessey, O. T., Cisne, Pomona and Casey. Ill., and Mt. Airy, Md.

Lumber traffic in this State seems to have broken out afresh. The manufacturers of saw-mills, engines, etc., to run them state that not in many years have the orders been so numerous. The Sinker-Davis Company, the Rockwood manufacturing works and the Eagle machine-works last week shipped, each of them, two complete plants to different points in this State. It is stated that the better prices for lumber cause the improvement in this branch of

The Indianapolis Cabinet Company has recently established a large warehouse at No. 83 Nassau street, New York city. which has become necessary by reason of the large increase in its export business. The attention of South American buyers is being turned very largely to goods manufactured in the United States and the export business of New York with these countries is assuming large dimensions. This company has also established a warehouse at No. 190 Portland street, Boston, Mass., from which the New England trade, both wholesale and retail, will be handled. The extensive growth of this establishment has been a factor of no small importance in the growth and prosperity of our city.

A Workingman Who Sees Clearly.

To the Editor of the Indianapolis Journal: I lived the first twenty-five years of my life in England, but I left it forty years ago to better my condition in the United States. And I did better my condition, for I had a home of my own here at Cannelton only six years after my arrival in the United States, and I ave it yet. If I had lived in England ten generations I would never have got a home of my own, as my wages was only 60 cents per day there, but it has been from \$1 to \$2 per day here so long as I was able to do a day's work. I got. in addition to my home, a one-hundredand-fifty-dollar organ to make the home pleasant for our children, and it did make their home pleasant or them and their companions, too. If a wage-worker's family should wake up some morning in England and find an organ in their home, they would think they had been landed in paradise during the night, sure. Therefore I cannot feel anything but shame, shame, shame for any foreigner who would come here and vote to drag down the people of this country to the level of the people in the miserable country that he left behind him. The Democrats here admit that nearly everything is 50 per cent. cheaper than it was thirty years ago, but they say it is not caused by the tariff, but by improved machinery. Well, if we grant this to be true in part, still the fact remains that we would not have any umproved or unimproved machinery without the aid of the tariff. And the tariff must be high enough to give protection or it will be no good at all. ISAAC REED. CANNELTON, Ind., Oct. 21

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TEFFERSONVILLE, IND., October 1, 1892 .-JEFFERSONVILLE, IND., October 1, 1892.—

Sealed proposals, in triplicate, will be received here until 11 o'clock, a. m. (central standard time), Theoday, the 1st day of Rovember, 1892, for turnishing at the Q. M. Depot here, 150,000 gallons of Mineral oil, of 155° hash test, in cases of two fivegall in cans each. Government reserves right to reject any or all proposals and to accept the whole quantity, or any portion of the mineral oil bid for. All information furnished on application here. Envelopes containing proposals should be marked "Proposals for Mineral Oil," and addressed to Colonel HENRY C. HODGES, Assistant Quartermastergeneral, U. S, Army, Depot Quartermaster.

BUSINESS DIRECTORY

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FROM INDIANAPOLIS TO LEAVE ARRIVE Columbus, Ind., and Louisville, *3:40 am *10:50 pm Philadelphia and New York... *5:00 am *10:15 pm Biltimore and Washington ... *5:00 am *10:13 Dayton and Springfield. 5:00 am
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Madison and Louisville. 18:05 am
Richmond and Columbus, O. 18:00 am
Logansport and Chicago. 11:20 am *5:00 am 110 Payton and Columbus*11:45 am *7.55 am Philadelphia and New York *3:00 pm *12:20 pm Philadelphia and New York... *3:00 pm *12:20 pm
Baltimore and Washington... *3:00 pm *12:20 pm
Dayton and Springfield... *3:00 pm *12:20 pm
Knightstown and Richmond... *4:00 pm *12:30 pm
Columbus Ind., and Leulsville *4:00 pm *11:15 am
Matinsville and Vinceones... *4:05 pm *11:15 am
Columbus, Ind., and Madison... *4:30 pm *10:30 am
Pittsburg and East... *5:50 pm *11:40 am
Dayton and Xenia... *5:20 pm *11:40 am
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